



# **Response to Comments and Addendum to the Environmental Study**

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in support of the  
Vineyard Connector Environmental Study

Utah Department of Transportation



UDOT Project No. S-R399(35)

PIN 6463

Prepared by  
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January 2009




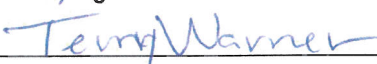
## Environmental Study Addendum Documentation

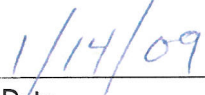
Project Name	Vineyard Connector		
Project No.	S-R399(35)	PIN	6463
Prepared by	Sue Lee, HDR Engineering, Inc.	Date	Original: November 18, 2008 Addendum: January 13, 2009
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### REQUIRED SIGNATURES

I have reviewed the information presented in this Environmental Study Addendum and I hereby attest that the document is complete and the details of the document are correct.

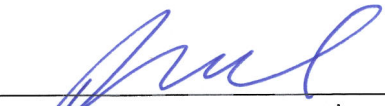
  
\_\_\_\_\_  
Reviewer Signature


  
\_\_\_\_\_  
Reviewer's Printed Name


  
\_\_\_\_\_  
Date

### STATE-FUNDED PROJECTS

As a result of this Environmental Study Addendum, UDOT finds that this project will NOT cause significant environmental impacts.

Review/Approved   
\_\_\_\_\_  
UDOT Region 3 Environmental

  
\_\_\_\_\_  
Reviewer's Printed Name

  
\_\_\_\_\_  
Date

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## **1.0 Introduction**

This document provides a summary of comments received on the December 2008 Vineyard Connector (VC) Environmental Study, responses to those comments, and the changes that have been made in response to the comments. The document also includes modifications to address recent changes in project funding and prioritization. The changes are identified with underline indicating new text and strikeout for those portions of the study that have been revised.

## 2.0 Comments and Responses

UDOT released the VC Environmental Study for public and agency review on December 1, 2008. The comment period extended from December 1 to December 31, 2008. UDOT received three written comments at a December 11, 2008, public open house, four comment letters by U.S. Mail or by e-mail, and oral comments from four people (documented by a court reporter) at the December 13 open house. A summary of comments received and responses to those comments is presented below in Table 2-1. Copies of comments and a transcript of oral comments are included in the appendix to this addendum.



**Table 2-1. Comments on the Vineyard Connector Environmental Study and Responses to Comments**

Comment Number	Commenter	Contact Information	Comment	Response
<i>Written Comments from the December 11, 2008, Open House</i>				
1	Anonymous	Not provided	I believe this is needed before I-15 is expanded. But Geneva Road needs to be expanded before this happens because Geneva Road is already at capacity and the VC will funnel more traffic onto Geneva (especially south). Don't take away funding originally landmarked for Geneva to push this project ahead.	Funding for road construction is allocated from the state legislature. Once funding becomes available, the Transportation Commission decides how to allocate funds for specific road projects. UDOT implements the projects based on the funding decision. The allocation of funds for Geneva Road, I-15, and the VC have currently not been determined.
2	Mark Barlow	Not provided	Excellent layout but I am still sorry some of my wonderful neighbors have to move because of it.	Thank you for the comment.
3	Anonymous	Not provided	As a land owner impacted by the road, I have been extremely impressed by the thoroughness of the Access Utah County Team in making sure environmental, wetland, houses, farms, and other issues have been properly reviewed and come into alignment that has the least impact.	Thank you for the comment.
<i>Written Comments Received by U.S. Mail or Electronic Mail</i>				
4a	Adam Cowie Planning and Development Director	Lindon City 100 N. State St. Lindon UT	In the short term, Lindon City feels that the VC will carry a very low to moderate traffic load and will not immediately benefit Lindon or its property owners and businesses. Disruption of the traffic circulation throughout the construction area may outweigh any near-term benefits of the roadway. However, Lindon understands the long-term need for increased vehicular connectivity and alternative north-south options throughout Utah County and therefore desires to be a willing participant in the design of the facility.	The purpose of the VC is to improve north-south mobility between Lehi, American Fork, Lindon, Orem, and Vineyard. UDOT has been working with Lindon City on the alignment of the Action Alternative and will continue to coordinate during the final design process.

**Table 2-1. Comments on the Vineyard Connector Environmental Study and Responses to Comments**

Comment Number	Commenter	Contact Information	Comment	Response
4b			The Lindon Heritage Trail, a regionally significant trail route (one of the only planned trails that will connect the Lakeshore Trail/Jordan River Trail to the Bonneville Shoreline Trail and Great Western Trail along the foothills), is proposed to cross the railroad tracks at 600 South just east of the marina. A public crossing of the commuter-rail line and the new Vineyard Connector roadway is required; the trail crossings must be maintained and/or provided for the trail to eventually connect to Geneva Resort Park, the Lindon Marina, and the Utah Lake Trail that will connect to the Jordan River Trail. We want to make sure it is on the record that the trail is a critical component of Lindon's planned infrastructure.	Page 3-90 of the December 2008 Environmental Study addresses the Lindon Heritage Trail. As stated in the Environmental Study, UDOT will work with Lindon City to ensure that the planned trail is either incorporated in the VC as a 12-foot-wide asphalt trail or that the project would not prevent the construction of the trail in a different alignment. Finally, access to the Lindon Marina and the Geneva Resort Park will be provided from the VC.
4c			The options for the roadway appear to impact a portion of the future 18-acre 'Geneva Resort Park' property that is owned by the City, which for years has been planned for a future sports complex and associated park improvements to complement the Lindon Marina. It appears that access to the park property and marina is being rerouted from 600 South to a new southern access. The City understands this need for new access points being created due to the railroad crossing and hopes to work with the project team to design this new access in a reasonable fashion.	The VC would not affect any of the Geneva Resort Park property. As noted in the comment, UDOT plans to provide a new (rerouted) access to the Lindon Marina and the Geneva Resort Park from the VC. UDOT will continue to coordinate with Lindon City during the final design process of the rerouted access.
4d			City staff has had discussions with the project team regarding the size of the adjacent wetland bank and how it appears that it is the driving factor in the north-south location of a portion of the roadway north of the landfill. The City re-emphasizes that, after the roadway passes the landfill and turns west, the City prefers the roadway being shifted as far south as possible to preserve as much commercially zoned land near the Pleasant Grove/Lindon freeway off ramp as possible.	The UDOT wetland bank has not been the deciding factor behind the location of the VC north of the landfill. UDOT has been working with Lindon City on the roadway alignment north of the landfill. The Action Alternative was shifted as far south as practicable taking into consideration roadway design criteria and existing utilities. In addition, an alignment farther south that crosses the landfill was evaluated but was eliminated from detailed study because of the cost and environmental risk of affecting a closed landfill.

**Table 2-1. Comments on the Vineyard Connector Environmental Study and Responses to Comments**

Comment Number	Commenter	Contact Information	Comment	Response
4e			<p>Since this will be a limited-access roadway, it may not be a significant benefit to business development in Lindon. The City is concerned about the impacts of a limited-access barrier to the commercial district in the southwest corner of the Pleasant Grove/Lindon freeway off ramp. Commercial access must be maintained and/or provided to properties within this area. The City appreciates the early coordination with UDOT and American Fork City that has taken place and desires a better understanding of exactly what improvements will be made by the project, how local streets will be relocated and reconstructed within the project boundaries, continued contact with both communities for finalized determination of the route as it crosses our north border into American Fork, and close communication with UDOT in order to plan access points at major intersections.</p>	<p>UDOT has been working with Lindon City regarding business access and has developed a local road network in the area of the Pleasant Grove interchange to address this issue. UDOT will continue to work with Lindon City during the final design process regarding commercial access.</p>
4f			<p>The City has previously informed UDOT about the traffic congestion associated with the North Pointe Solid Waste Special Service District transfer station. We hope to be part of the planning process to ensure that any new access is created in a manner that will not negatively affect other Lindon and state roadways with congestion.</p>	<p>UDOT has been working with the North Pointe Solid Waste Special Service District regarding access to the transfer station between 200 North and 200 South in Lindon. The Solid Waste Special Service District is currently planning to move the primary transfer station access from its current location at the intersection of 200 South and 2000 West in Lindon to the west side of the capped landfill. This new location will allow traffic to access the transfer station from a new intersection on the VC and to queue on a road operated by the District. The new access will also eliminate the existing occasional traffic congestion issues associated with the current access. UDOT will continue working with the Solid Waste Special Services District as the District continues its planning for the new access to ensure that the new access will not adversely affect operation of the VC.</p>
4g			<p>The City has questions about the possible landscape design within the medians of the roadway and maintenance of the landscaping, and the mayor and city council also want to discuss some possible fencing options along the border of the landfill areas.</p>	<p>UDOT will contact Lindon City during the final design process to discuss landscaping and fencing options within the City.</p>

**Table 2-1. Comments on the Vineyard Connector Environmental Study and Responses to Comments**

Comment Number	Commenter	Contact Information	Comment	Response
5a	Alex Barnum	611 West 460 North American Fork UT	Commenter is concerned that this project is going to allow increased amounts of driving, which will lead to more air pollution. The region already has trouble meeting federal air quality standards, and, based on current technologies, building more roads will make meeting the federal standards less likely.	The expected air quality impacts from the VC were evaluated in the Environmental Study (see Appendix A, Technical Report 1). As stated in the analysis, the proposed project would not cause any air quality standards to be exceeded and would conform to the State Implementation Plan for meeting regional air quality standards.
5b			This road might be a little premature because it doesn't have much of a purpose for existing right now. Nobody is going to drive the full length of the road because the freeway would just be much faster. The only purpose a road like this would serve is to connect residential development along the road to the freeway and to commercial or industrial centers, but there is hardly any development along this road at this point in time. The only time this road would be very useful right now is if a major lane block on I-15 occurred between American Fork and Orem. Is there any way that the right-of-way could be held until development actually reaches this area?	The purpose of the VC is to improve north-south regional mobility between Lehi, American Fork, Lindon, Orem, and Vineyard. This regional mobility would improve access on the west side of I-15 to residential and commercial centers, to the Geneva Anderson development, and to proposed UTA FrontRunner transit stations. Although there is currently little development along the road, the evaluation area is expected to grow in population by 104% over the next 24 years. If the road is not planned before development, it could be difficult to construct the road in the future once development projects have been built and congestion has increased.
6	Robert Clark	Utah Division of Air Quality 150 North 1950 West Salt Lake City UT	Based on the information provided, the proposed project will not require a permit. However, if any "non-permitted" rock crushing plants, asphalt plants, or concrete batch plants are located at the site, an Approval Order from the Executive Secretary of the Air Quality Board will be required for operation of the equipment.  The proposed project, in Utah County, is subject to R307-205-5: Fugitive Dust, of the Utah Air Quality Rules, due to the fugitive dust that is generated during the excavating phases of the project. A permit, known as an Approval Order, is not required from the Executive Secretary of the Air Quality Board, but steps need to be taken to minimize fugitive dust.	As stated in Section 4.4, Permits and Clearances, UDOT or the Construction Contractor will obtain all necessary air quality permits and approval orders prior to construction.
7	Precision Finish	None	I think that the name you chose for the "vineyard connector" is stupid.	Thank you for the comment.

**Table 2-1. Comments on the Vineyard Connector Environmental Study and Responses to Comments**

Comment Number	Commenter	Contact Information	Comment	Response
<i>Oral Comments Given at the December 11, 2008, Open House</i>				
8	Verl Cook	Not provided	Mr. Cook commented that the road was not needed and that the road is being constructed for Anderson Development and other developers at the state's expense.	As stated in Chapter 1, Purpose of and Need for the Vineyard Connector Project, the purpose of the VC is to improve north-south mobility between Lehi, American Fork, Lindon, Orem, and Vineyard. UDOT states in the Environmental Study that the project is needed to provide access to planned future development on the former Geneva Steel Plant site property as well as the proposed FrontRunner transit stations and to handle the increased travel demand from the expected 104% increase in population over the next 24 years. So, while the road will provide for future access to the former Geneva Steel Plant site, it will also provide a mobility benefit for the region as a whole. A need for the road was originally identified by the Utah Legislature and Utah Transportation Commission when they included the VC project in the Critical Highway Needs program.
9	Allen Christensen	5969 West 6800 North American Fork UT	Mr. Christensen commented that the VC will cause air quality impacts to residents adjacent to the road; the road will impair drainage from one side to the other; the road will split his property and prevent his farm equipment from crossing the road; the road should be put closer to Utah Lake by the sewer plant away from homes where there will be fewer impacts to residents; the project will cut through prime farmland; when will signals be installed; how will livestock get across the road; and UDOT will not compensate for the property impacts.	<p>The expected air quality impacts from the VC were evaluated in the Environmental Study (see Appendix A, Technical Report 1). As stated in the analysis, the proposed project would not cause any air quality standards to be exceeded and would conform to the State Implementation Plan for meeting regional air quality standards.</p> <p>As part of the design process, UDOT will try to ensure that all irrigation is maintained under the road. If irrigation can't be maintained, UDOT will compensate the property owner. If a property is affected by the project, UDOT must follow a step-by-step process. Property acquisitions, both partial and total, will be made according to UDOT policies that include fair compensation measures for property owners. The compensation will consider issues such as irrigation flow and access, farm equipment access, and livestock access. UDOT will work with the property owner during the right-of-way process to address these and other property-related issues.</p> <p>An alternative that would have avoided most but not all of the Christensen property (Option N-b) was evaluated as part of the</p>

**Table 2-1. Comments on the Vineyard Connector Environmental Study and Responses to Comments**

Comment Number	Commenter	Contact Information	Comment	Response
				<p>alternative development process. This alternative was eliminated because it would have greater wetland impacts and have greater financial risk associated with crossing the power line corridor (which also includes a high-pressure natural gas line) two more times than the Action Alternative (see page 2-23 of the December 2008 Environmental Study). UDOT discussed the utility relocations with the utility companies, who said that there is only a 1-week period each year when relocation work could be performed. Work outside this period would require UDOT to compensate each utility for its lost revenue. UDOT decided that the risk to the construction schedule under Option N-b was too high to make the alternative reasonable, given that Option N-a avoids this risk.</p> <p>Placing the alignment near Utah Lake would result in greater wetland impacts. Federal Clean Water Act regulations require the project proponent (UDOT in this case) to select the alternative that meets the project purpose and would have the least damage to wetlands. In the case of the VC, the northern option chosen for the Action Alternative would have no impacts to wetlands and therefore is the only alternative that can be permitted under the Clean Water Act.</p> <p>Impacts to farmland were evaluated in the Environmental Study (see Section 3.2, Agriculture and Farmland). About 42 acres of farmland will be affected by the project. UDOT will compensate the property owners for the affected farmland.</p> <p>The future location of traffic signals will be based on traffic volumes. UDOT anticipates that all major intersections will have traffic signals once warranted by travel demand. At this time, it is not possible to give a specific date and location of future traffic signals.</p>

**Table 2-1. Comments on the Vineyard Connector Environmental Study and Responses to Comments**

Comment Number	Commenter	Contact Information	Comment	Response
10	Niel Christensen	Not provided	Mr. Christensen commented that the road will block irrigation water; the road will not allow irrigated field water to pass, causing swampy areas north of the road and causing mosquitoes on the north side and noxious weeds on the south side; the road will split his property and prevent his farm equipment from crossing the road; they recently placed their farm under Agricultural Protection status, which was not addressed in the Environmental Study; and the water from the road will contaminate local surface irrigation water, specifically in the winter when salt is applied to the road.	See the response to comment 9 regarding irrigation impacts and farm equipment access. The VC would be designed to include detention basins to capture stormwater runoff and therefore would not cause any direct runoff into adjacent irrigation ditches or fields. Therefore there should be no water quality impacts, including from de-icing salt.  At the time the Environmental Study was published, the Utah County Geographic Information Systems (mapping) division did not have record of Mr. Christensen's APA. Mr. Christensen provided information that enabled UDOT to map this fourth APA and include it in this Environmental Study Addendum. After review, UDOT determined that the information does not change the selection of the Action Alternative. The evaluation showed that all alternatives would affect the Christensen APA (called APA 4 in the Environmental Study Addendum); thus, there would be no practicable alternative to avoid this property.
11	Wayne Christensen	Not provided	Mr. Christensen commented that the primary purpose of the road is to mitigate for I-15 construction impacts, and once I-15 is complete there is no need for the VC.	As stated in Chapter 1, Purpose of and Need for the Vineyard Connector Project, the purpose of the VC is to improve north-south mobility between Lehi, American Fork, Lindon, Orem, and Vineyard. The analysis for the project need was based on a reconstructed I-15.

### **3.0 Changes to the Environmental Study Documentation**

#### **3.1 Changes to the Action Alternative Impacts and Mitigation Summary Table (page 2)**

*The following text in the Impact(s) column has been modified for Agriculture and Farmland:*

Direct impact to ~~two~~ three designated Agriculture Protection Areas.



## **4.0 Changes to Chapter 1, Purpose of and Need for the Vineyard Connector Project**

### **4.1 Changes to the Last Paragraph of Section 1.4.1, Mountainland Association of Governments' 2007–2030 Regional Transportation Plan (page 1-5)**

The 2007 RTP assumes ~~reflects the fact~~ that the VC project is fully funded by state funds. Since the project is included in the RTP, ongoing regional and project planning by MAG (and by northern Utah County cities) assumes that the VC project would be constructed. The current RTP also recommends that the project include bicycle and pedestrian facilities. Because the project would parallel the UTA commuter-rail line, the RTP does not recommend any additional transit service on the VC.

### **4.2 Changes to Section 1.4.2, Statewide Transportation Improvement Program (page 1-5)**

UDOT's Statewide Transportation Improvement Program (UDOT ~~2009~~2007) for the period ~~2009~~ 2007 through ~~2014~~ 2012 includes the VC project. The Statewide Transportation Improvement Program describes the project as new construction that is funded without federal funds. The VC project was first identified in 2007 as a Critical Highway Needs project. During the 2007 and 2008 Utah legislative sessions, the legislature created and continued a ~~House Bill 314 created the~~ Critical Highway Needs Fund. Critical highway projects are identified by UDOT, the Utah Transportation Commission, and the legislature's Executive Appropriations Committee. Eligible projects must be a high priority because of growth in the area, must provide critical access due to commercial and energy development, must alleviate congestion, or must provide an alternate route for I-15 reconstruction. The VC project was identified as a Critical Highway Needs project because it would provide access through the Geneva Steel redevelopment site and a commuter-rail station and could help alleviate congestion on I-15 during reconstruction.

In late 2008, Governor Jon Huntsman placed most state transportation funding on hold because of economic conditions. The VC was one of the projects for which construction was placed on hold. UDOT expects project funding to be fully restored consistent with the current Statewide Transportation Improvement Program.

## 4.3 Changes to Section 1.6.1.1, Population Projections (page 1-9)

*Note: MAG updated its population projections for the region in April 2008. These most recent projections show an increase in the 2030 populations over the 2005 projections for Utah County, Lehi, American Fork, and Vineyard, and show a decrease for Lindon and Orem. The 2008 projections did not provide information about average annual rate of change (AARC), so all references to AARC have been removed from the following discussion.*

### 1.6.1.1 Population Projections

Population growth in Utah County is forecasted to be more robust than in other counties along the Wasatch Front (MAG ~~2007~~2008). Between ~~2005-2006~~ and 2030, Utah County's population is expected to increase by about ~~7791% -in-total at a rate of about 2.3% per year~~. Utah County's share of the total population of a four-county area that includes Weber, Davis, Salt Lake, and Utah counties is expected to increase from 23.7% of the total in 2005 to 28.0% of the total in 2030 (MAG 2007). In 2050, Utah County's population is projected to make up 31.8% of the total four-county population.

Table 1.6-1 summarizes the most recent population projections for Utah County and the cities of Lehi, American Fork, Lindon, Vineyard, and Orem. As shown, the projected population growth in the cities over ~~25-24~~ years varies greatly; this wide range is mostly due to the amount of developable land (for example, less available land in Orem and more available land in Vineyard)~~will range from 27% in Orem to 6,430% in Vineyard~~. The main part of the project evaluation area is in American Fork, Lindon, and Vineyard, which are expected to have tremendous growth in population (a ~~combined~~ increase of ~~112~~104% in the ~~24~~5-year period). This means that traffic related to projected growth could greatly affect the future congestion on regional and local roads. Though most of the Provo-Orem area is built out, the planned redevelopment of the Geneva Steel site is expected to result in tremendous population growth in the Vineyard area (MAG 2006).

**Table 1.6-1. ~~2005~~24-Year Population Projections for the Project Region**

County or City	Population Projections		2524-Year Change ( <del>2005</del> 2006–2030)
	<del>2005</del> 2006	2030	
Utah County	<del>454,000</del> 475,425	<del>804,000</del> 907,210	<del>77</del> 91%
Lehi	<del>19,000</del> 36,021	<del>77,100</del> 82,487	<del>305</del> 129%
American Fork	<del>22,000</del> 25,596	<del>38,400</del> 42,100	<del>75</del> 65%
Lindon	<del>8,400</del> 9,758	<del>16,600</del> 14,500	<del>98</del> 49%
Vineyard	<del>150</del> 148	<del>9,800</del> 15,832	<del>6,430</del> 10,597%
Orem	<del>84,300</del> 90,857	<del>107,000</del> 105,000	<del>27</del> 16%

Source: MAG ~~2005~~2008

Note: MAG updated its regional population projections in April 2008. The new projections were based on U.S. Census data from 2006. These data reflect MAG's updated projections but are still subject to modification. MAG's updated 2008 projections did not include information about average annual rate of change, so this information was not included in the revised table.

## 4.4 Changes to Section 1.8, References

[MAG] Mountainland Association of Governments

- ~~2005a — 2000 through 2030 Population Projections for Municipalities and Counties. [www.mountainland.org/Demographics/Population\\_Data/Future\\_Projections/Summit,%20Utah,%20and%20Wasatch%20Municipal%20Projections.pdf](http://www.mountainland.org/Demographics/Population_Data/Future_Projections/Summit,%20Utah,%20and%20Wasatch%20Municipal%20Projections.pdf). Accessed April 4, 2008.~~
- 2005b Northeast Utah Valley Transportation Study. Prepared for MAG by InterPlan and Carter & Burgess. September.
- 2006 Provo-Orem Transportation Study. Prepared for MAG by InterPlan and Carter & Burgess. September.
- 2007 Regional Transportation Plan 2007–2030.
- 2008 Municipal Population Projections. [www.mountainland.org/Demographics/Population\\_Data/Future\\_Projections/Summit,%20Utah,%20and%20Wasatch%20Municipal%20Projections.pdf](http://www.mountainland.org/Demographics/Population_Data/Future_Projections/Summit,%20Utah,%20and%20Wasatch%20Municipal%20Projections.pdf). Accessed January 5, 2009.

## **5.0 Changes to Chapter 2, Alternatives**

### **5.1 Changes to Table 2.2-3, Results of the Level 2 Screening of Potential Alignment Options (page 2-14), and Figure 2-3, Level 2 Screening Alignment Options – Northern Subarea (page 2-16)**

*Note: Subsequent to the release of the December 2008 environmental study, a commentor informed UDOT that his land had recently been granted APA status. Utah County did not show a record of this change, but the commentor provided documentation of the enrollment. The data below reflect the designation of his land as an APA.*

**Table 2.2-3. Results of the Level 2 Screening of Potential Alignment Options**

Alignment Option	Screening Criterion <sup>a</sup>					Carried Forward for Evaluation
	Potential Relocations <sup>b</sup>	Compatible with Planned Land-Use Patterns?	Direct Impacts to Property Access <sup>c</sup>	Impacts to Waters of the U.S. (acres) <sup>d</sup>	Impacts to APAs	
Northern Subarea						
N-a: American Fork Main Street north of power line corridor to about 500 East/1500 South	2	Yes	2	Wetland = 0.00 Ditch = 0.13 Total = 0.13	<del>23</del>	✓
N-b: American Fork Main Street south of power line corridor to about 500 East/1500 South	1	Yes	2	Wetland = 0.86 Ditch = 0.15 Total = 1.01	<del>23</del>	
N-c: 300 East Lehi to 500 East/American Fork 1100 South	14	Yes	14	Wetland = 1.07 Ditch = 0.34 Total = 1.41	<del>34</del>	
N-d: Spring Creek/Pioneer Crossing to 500 East/1300 South	3	Yes	2	Wetland = 1.56 Ditch = 0.17 Total = 1.73	<del>34</del>	
Central Subarea						
C-a: 500 East/1500 South to boat harbor east of landfill	2	Yes	3	Wetland = 1.23 Ditch = 0.40 Total = 1.63	0	✓
C-b: 500 East/1500 South to boat harbor through north end of landfill and east of landfill	1	Some conflict	4	Wetland = 1.21 Ditch = 1.56 Total = 2.77	0	
C-c: 500 East/1100 South to boat harbor east of landfill	3	Some conflict	3	Wetland = 1.83 Ditch = 0.42 Total = 2.25	0	
C-d: 500 East/1300 South to boat harbor west of landfill	2	Yes	1	Wetland = 1.16 <sup>e</sup> Ditch = 0.09 Total = 1.25	0	

**Table 2.2-3. Results of the Level 2 Screening of Potential Alignment Options**

Alignment Option	Screening Criterion <sup>a</sup>					Carried Forward for Evaluation
	Potential Relocations <sup>b</sup>	Compatible with Planned Land-Use Patterns?	Direct Impacts to Property Access <sup>c</sup>	Impacts to Waters of the U.S. (acres) <sup>d</sup>	Impacts to APAs	
Southern Subarea						
S-a: Vineyard West	2	Yes	3	Wetland =0.00 Ditch =0.01 Total =0.01	0	✓
S-b: Vineyard East	2	Some conflict	3	Wetland =0.00 Ditch =0.01 Total =0.01	0	

<sup>a</sup> To simplify the comparison of alternatives, impacts are based on a 120-foot-wide right-of-way and do not account for cut and fill or side street improvements. In most cases, the 120-foot right-of-way would encompass cut and fill.

<sup>b</sup> A direct effect would occur if the right-of-way needed for construction would displace a business or a home. Potential relocations include land that is platted for development and that might support a finished home by the time the project is built. Note that these numbers are estimates only and could be refined based on the final design of the project and the actual right-of-way needs.

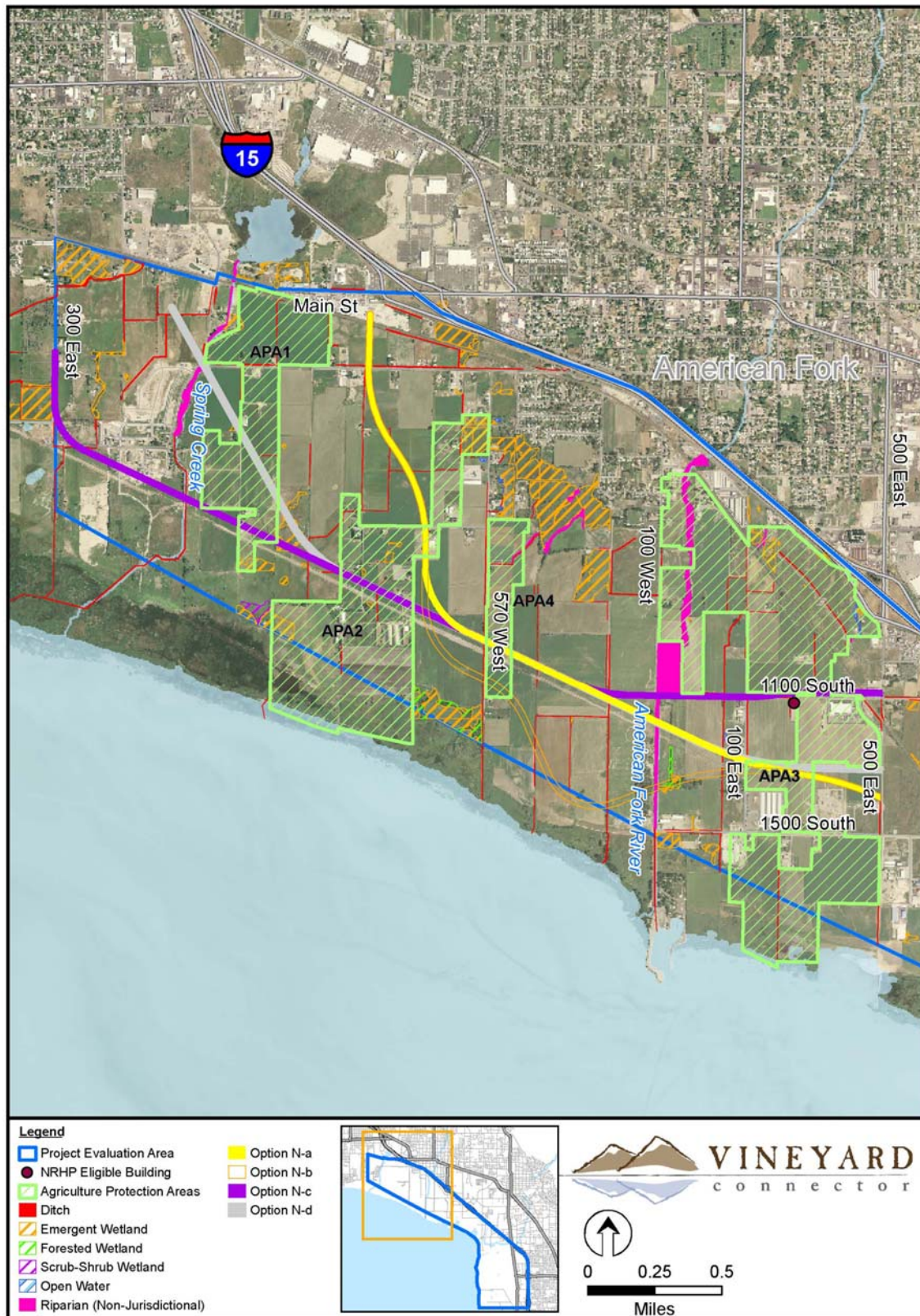
<sup>c</sup> Direct impacts to property access could involve consolidating existing driveways or providing new driveways or access roads to affected properties. Note that these are estimates of impacts and are in addition to those that would be part of any potential relocations.

<sup>d</sup> Does not include riparian wetlands, which are not subject to regulation under the federal Clean Water Act. Wetlands and ditches are identified separately in the table because wetlands are considered special aquatic sites and are evaluated differently under the Clean Water Act.

<sup>e</sup> Although Option C-d would have fewer wetland impacts, it would pass through a deed-restricted wetland mitigation bank. The U.S. Army Corps of Engineers (USACE) cannot legally authorize the fill of wetlands in this area for the project (see Section 2.2.2.3, Level 2 Screening Results).



**Figure 2-3. Level 2 Screening Alignment Options – Northern Subarea**



## 5.2 Changes to Section 2.2.2.3, Level 2 Screening Results (page 2-21 through page 2-23)

### 2.2.2.3 Level 2 Screening Results

The potential alignment options for each subarea were evaluated against the screening criteria shown above in Table, Results of the Level 2 Screening of Potential Alignment Options. Each option was also further evaluated for compatibility with expected local development patterns. All of these factors were considered when determining which options should be eliminated and which should be carried forward for detailed study. The following sections review the screening results for each subarea (northern, central, and southern).

Impacts to APAs and wetlands play an important role in determining if an alternative should be carried forward for detailed study. APAs cannot be condemned for highway purposes unless (1) the landowner requests the removal of the designation or (2) the applicable legislative body (that is, the legislative body of the county, city, or town in which the APA is located) and the County's agricultural advisory board approve the condemnation, provided that there is no reasonable and prudent alternative to the use of the land within the APA for the project. The northern subarea of the evaluation area contains ~~three~~<sup>four</sup> APAs, none of which can be completely avoided. Due to the configuration of the APAs, all of the options studied would pass through at least ~~two~~<sup>three</sup> of the APAs. UDOT would need to select an alternative that affects the fewest APAs because it represents a reasonable and prudent alternative to the alternatives with more APAs impacted.

Wetlands are regulated under Section 404 of the federal Clean Water Act. Under the Act, fill material cannot be placed in waters of the U.S. if there is a less environmentally damaging practicable alternative to that part of the activity that would discharge fill material to the regulated waters. USACE and EPA do, however, allow for consideration of cost, logistics, and technology when identifying the least environmentally damaging alternative. Under the USACE and EPA regulations, the alternative with the least amount of wetland impacts should be selected unless there are compelling reasons related to cost, logistics, and/or technology that make an option impractical.

#### Northern Subarea

The options in the northern subarea differ in where they connect to the existing transportation system, although all four options would accommodate a connection to Pioneer Crossing. Options N-a and N-b, which connect to



American Fork Main Street near the I-15 interchange, would provide access to an area that contains several parcels that have recently been annexed to American Fork and to an area where the City would like to continue annexations (HDR 2008b).

Option N-a would not affect any mapped wetlands and would directly affect (pass through) ~~two~~three APAs. Option N-a could result in two relocations and would directly affect access to two additional properties.

Option N-b is similar to Option N-a except that Option N-b crosses under an existing high-voltage power line twice. This different alignment would have 0.86 acre of wetland impacts but would also pass through ~~two~~three APAs. Option N-b could result in one relocation and would directly affect access to two additional properties.

Option N-c, which connects to 300 East in Lehi, would provide access to the developing area of far eastern Lehi. This option would require up to 14 relocations (some of which are platted residential parcels with homes currently under construction) and would directly affect access to another 14 properties. Option N-c would affect just over an acre of wetland, would directly affect ~~three~~four APAs, and would require two crossings of the power line corridor.

Option N-d, which would connect to Pioneer Crossing just north of the Spring Creek Ranch residential subdivision, would be compatible with American Fork's planned transportation system and future land-use plans but would directly affect ~~three~~four APAs. This option would have the highest wetland impact at 1.56 acres. Option N-d would result in three relocations and would directly affect two property accesses.

Because Option N-a is the only alternative that would not affect wetlands, represents a reasonable and prudent alternative to affecting ~~two~~three of the ~~three~~four APAs in the evaluation area, and has similar business and residential impacts as the other options, it was carried forward for detailed study. Options N-b, N-c, and N-d were eliminated from detailed study because of their higher impacts to wetlands and/or APAs.

Option N-b was preferred by American Fork but was eliminated because it would have greater wetland impacts than Option N-a. In addition to the wetland impacts, UDOT compared the financial risks associated with crossing the power line corridor twice with this alignment versus the financial risks of Option N-a, which does not cross the power line corridor. Crossing the power line corridor would require UDOT to relocate the high-power electrical line and a high-pressure gas line. UDOT discussed the utility relocations with the utility companies, who said that there is only a 1-week period each year when the work

could be performed. Work outside this period would require UDOT to compensate each utility for its lost revenue. UDOT decided that the risk to the construction schedule under Option N-b was too high to make the alternative reasonable, given that Option N-a avoids this risk.

### 5.3 Changes to the Construction Phasing subsection of Section 2.3.2.2, Description of the Action Alternative (page 2-34)

UDOT expects to build the ~~The~~ VC project ~~has full~~ using state funding. Once UDOT makes a final decision, completes ~~and~~ the environmental process ~~is complete~~ — (which would include obtaining Clean Water Act authorization from USACE), and identifies full funding. ~~—~~ UDOT would begin purchasing right-of-way and would begin construction. ~~UDOT expects that construction would start in early 2009 and would be completed by 2011.~~ The final construction schedule, including an estimated start date and information on which segments would be constructed first, would be finalized once funding is identified and a construction contractor is selected.

## 6.0 Changes to Chapter 3, Affected Environment and Environmental Consequences

### 6.1 Changes to Section 3.2.1.2, Agriculture and Farmland Resources in the Evaluation Area (page 3-3 and 3-4) and Associated Figure 3-1 (page 3-5)

Information about farmlands was obtained using the following methods:

- Reviewing the online 2002 U.S. Department of Agriculture (USDA) Census of Agriculture and the Utah State Water Plan (Utah Division of Water Resources 2003a)
- Reviewing the Utah Division of Water Resources *Water-Related Land Use Data Inventory* map (Utah Division of Water Resources 2003b), as well as reviewing city and county Web sites
- Reviewing city and county maps
- [Reviewing public comments](#)

#### Agriculture Protection Areas

Within the VC evaluation area, ~~three~~ [four](#) areas are designated as APAs. These APAs are primarily used to raise crops and livestock and are summarized in Table 3.2-1 and shown in Figure 3-1 (this figure shows only that portion of the evaluation area that is in agricultural production).

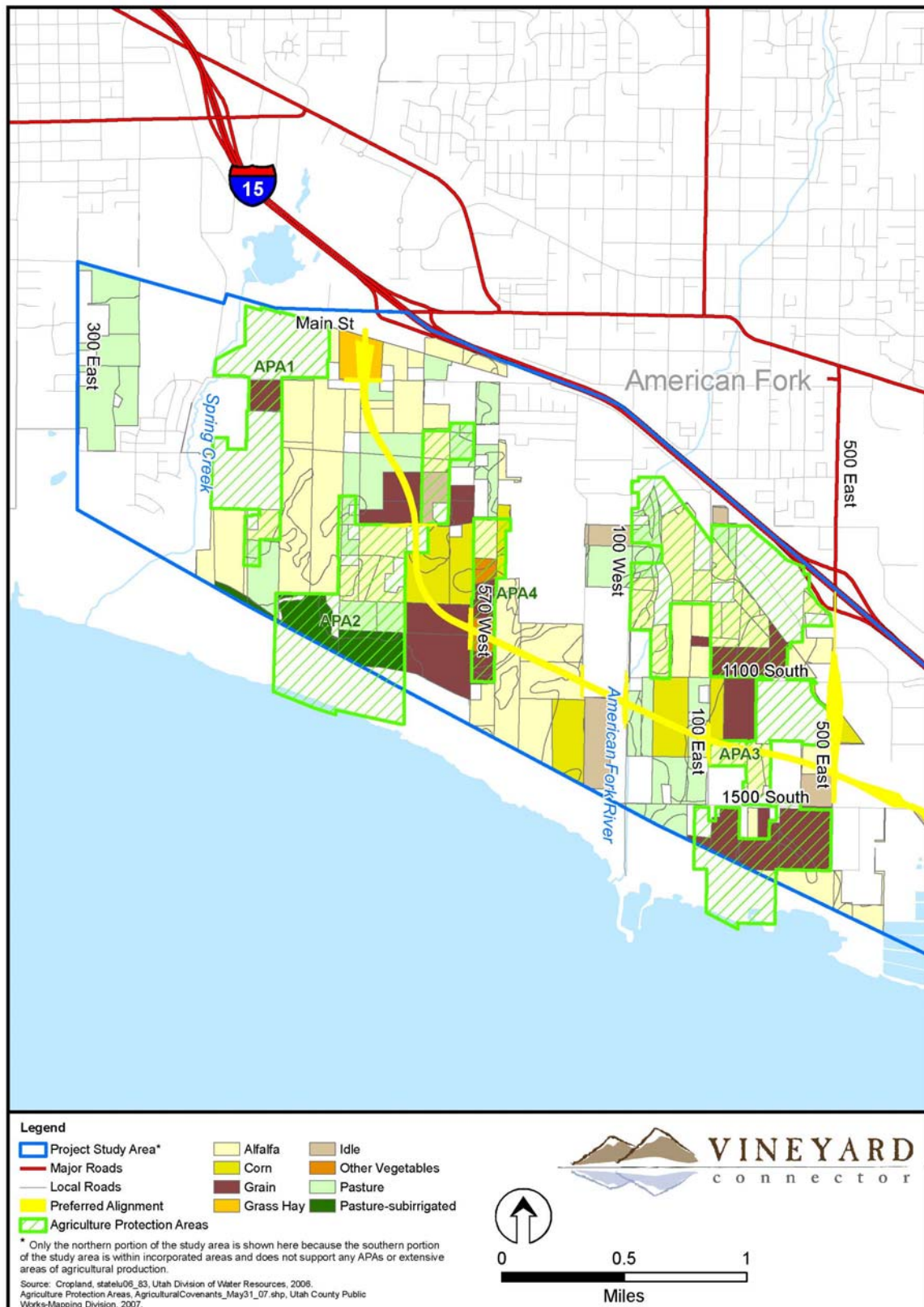
**Table 3.2-1. Agriculture Protection Areas in the Evaluation Area**

Agriculture Protection Area	<a href="#">Approximate</a> Acreage within Evaluation Area <sup>a</sup>
APA 1	152
APA 2	183
APA 3	391
<a href="#">APA 4</a>	<a href="#">48</a>
Total	<del>726</del> <a href="#">774</a>

Sources: Utah County 2007; [Horrocks 2008](#)

<sup>a</sup> These acreages reflect only the area of the APA that is inside the evaluation area, not the entire APA parcel.

**Figure 3-1. Agriculture and Farmland in the Vineyard Connector Evaluation Area**



## 6.2 Changes to the APA Impacts subsection of Section 3.2.2.2, Action Alternative (page 3-7)

The Action Alternative would pass through ~~two~~-three designated APAs and would directly affect about ~~4~~-10 acres of APA land (see Figure 3-1). When considering potential alignments that would directly affect APAs, UDOT is required to demonstrate that there are no other ~~no~~-reasonable and prudent alternatives to using APA lands. As discussed in Chapter 2, Alternatives, UDOT evaluated ~~three~~-four alignment options through the area that includes ~~three~~-four APAs and selected an option that had the least impact on designated APAs. Because of the distribution pattern of APAs and other urban land uses in this part of the evaluation area, complete avoidance of APAs was not feasible. So, in designing the Action Alternative, UDOT looked closely at how APA impacts could be minimized. Under the Action Alternative, complete avoidance is not reasonable or prudent.

UDOT does not consider acquiring farmland for roadway use a displacement unless the amount of farmland remaining is not enough to farm. Although the Action Alternative would affect ~~two~~-three APAs, UDOT expects the alternative to leave enough farmable area in the APAs that they could still be farmed.

## 6.3 Changes to Section 3.11, References (page 3-112)

Horrocks, Matt

2008 Personal communication between Matt Horrocks of Horrocks Engineers and Niel Christensen regarding the Christensen Agriculture Protection Area.

## Appendix: Comments on the Vineyard Connector Environmental Study

**Vineyard Connector Study Final Open House Comments  
11-Dec-08**

<b>Name</b>	<b>Contact Info</b>	<b>Comment</b>
Anon.	Not Provided	I believe this is needed before I-15 is expanded. But Geneva Road needs to be expanded before this happens. Geneva Road is already at capacity. This road will funnel more traffic onto Geneva (especially South). Please don't take away funding originally landmarked for Geneva to push this project ahead.
Mark Barlow	Not Provided	Excellent layout but I am still sorry some of my wonderful neighbors have to move because of it.
Anon.	Not Provided	As a land owner impacted by the road, I have been extremely impressed by the thoroughness of the Access Utah County Team in making sure environmental, wetland, houses, farms and other issues have been properly reviewed and come into alignment that has the least impact.



Lindon City  
100 North State Street  
Lindon, UT 84042-1808



TEL 801-785-7687  
FAX 801-785-7645  
[www.lindoncity.org](http://www.lindoncity.org)

December 23, 2008

Vineyard Connector Public Comments  
HDR Engineering  
3995 South 700 East, Suite 100  
Salt Lake City, UT 84107

**Re:** Vineyard Connector - public comment from Lindon City.

In the short term, Lindon City feels that the Vineyard Connector will carry a very low to moderate traffic load and will not immediately benefit Lindon or its property owners and businesses. Disruption of the traffic circulation throughout the construction area may outweigh any near-term benefits of the roadway. However, Lindon understands the long-term need for increased vehicular connectivity and alternative north/south options throughout Utah County – and therefore desires to be a willing participant in the design of the facility. The following are comments from Lindon City for the Vineyard Connector project - submitted during the public comment period prior to final design.

**Lindon Heritage Trail crossing:**

The Lindon Heritage Trail is proposed to cross the railroad tracks at 600 South – just east of the marina. This is a regionally significant trail route (*one of the only planned trails that will connect the Lakeshore Trail / Jordan River Trail to the Bonneville Shoreline Trail and Great Western Trail along the foothills*). A public crossing of the commuter rail line and the new Vineyard Connector roadway is required. The trail crossings must be maintained and/or provided for the trail to eventually connect to Geneva Resort Park, the Lindon Marina, and the Utah Lake Trail that will connect to the Jordan River Trail. We have been assured by the project team that the trail/pedestrian crossing will be provided as part of the project and want to make sure it is on the record that the trail is a critical component of Lindon's planned infrastructure.

**Geneva Resort Park impacts / access to park and Lindon Marina:**

The options for the roadway appear to impact a portion of the future 'Geneva Resort Park' property that is owned by the City. The approximately 18-acre park property has been on the Lindon City Parks & Trails Master Plan for years – and was planned for a future sports complex and associated park improvements to compliment the Lindon Marina. It appears that access to the park property and marina is being re-routed from 600 South to a new southern access. The City understands this need for new access points being created due to the railroad crossing – and hopes to work with the project team to design this new access in a reasonable fashion.

**Wetland bank – driving location of Vineyard Connector:**

City Staff has had discussions with the project team regarding the size of the adjacent wetland bank and how it appears that it is the driving factor in the north/south location of a portion of the roadway north of the landfill. The team indicated that it is actually the power line corridor that is affecting the north/south placement of the roadway. The City would like to re-emphasize that after the roadway passes the land fill and turns west, the City prefers the roadway being shifted as far south as possible so as to preserve as much commercially zoned land near the PG/Lindon freeway off-ramp as possible.

**Limited access highway / commercial district protection / coordination with American Fork:**

Since this will be a limited access roadway, it may not be a significant benefit to business development in Lindon. The City is concerned about the impacts of a limited access barrier to the commercial district in the southwest corner of the PG/Lindon freeway off ramp. Commercial access must be maintained and/or provided to properties within this area. The City desires a better understanding of exactly what improvements will be made by the project (cross-sections, intersections, access points, connections to existing roadways, etc.) and how local streets will be relocated and reconstructed within the project boundaries. The City desires a close communication with UDOT in order to plan access points at major intersections. We greatly appreciate the early coordination with the American Fork City Engineers and UDOT in discussing the route of the proposed roadway as it crosses Lindon's north border into American Fork. We desire continued contact with both communities for finalized determination of the route as it crosses our north border into American Fork.

**Solid Waste Transfer Station access:**

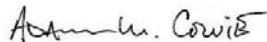
The City has previously informed UDOT about the traffic congestion associated with the North Pointe Solid Waste Special Service District transfer station (primarily on weekends). We hope to be part of the planning process to ensure that any new access is created in a manner that will not negatively affect other Lindon and State roadways with congestion. We desire a close communication effort between the Solid Waste District, Lindon City, and UDOT regarding any entrance / exit relocation efforts.

**Landscaping & fencing:**

The City has questions about the possible landscape design within the medians of the roadway – and maintenance of the landscaping. Our Mayor and City Council also wanted to discuss some possible fencing options along the border of the landfill areas, so as to buffer the landfill use from the view of regional traffic. Please contact us about these issues.

Please contact me if you have any questions about these comments. Our City Staff looks forward to meeting with you to discuss these issues further. I may be reached at 801-785-7687 or by email at [acowie@lindoncity.org](mailto:acowie@lindoncity.org).

Sincerely,



Adam M. Cowie  
Lindon City Planning & Development Director



Barnum\_121408.txt

From: agbarnum@juno.com  
Sent: Sunday, December 14, 2008 4:20 PM  
To: vineyard@ppbh.com  
Subject: Comments on Vineyard Connector

I live in American Fork, and I have some comments regarding the Vineyard Connector project.

One concern I have is that this project is going to allow increased amounts of driving, which will lead to more air pollution. We are already having troubles with meeting federal standards for air quality here in Utah County, and based on current technologies, building more roads will just make it even less likely that we will meet the federal standards.

I also think that this road might be a little premature. It doesn't have much of a purpose for existing right now. Nobody is going to drive the full length of the road. In other words, no one is going to use that road to go from Lehi or American Fork to Orem, for example. The freeway would just be much faster. So the only purpose a road like this would serve is to connect residential development along the road to the freeway and to commercial or industrial centers. However, there is hardly any development along this road at this point in time. The only time this road would be very useful right now is if a major lane block on I-15 occurred between American Fork and Orem. And I'm not sure that happens often enough to warrant a new road. Is there anyway that the right of way could be held until development actually reaches this area? If so, I would suggest doing that.

Thanks,

Alex Barnum  
611 W 460 N  
American Fork, UT 84003

---

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Clark\_UDAQ\_120308.txt

From: Robert Clark [raclark@utah.gov]  
Sent: Wednesday, December 03, 2008 1:36 PM  
To: vineyard@ppbh.com  
Cc: Dave McNeill; Richard McKeague iii  
Subject: Comments on UDOT Project S-R399(35)

These email comments are in response to a UDOT letter (Vineyard Connector Notice of Availability) dated December 1, 2008 and received at the Division of Air Quality office on December 2, 2008 in which you requested comments on the proposed construction project in Utah County.

Based on the information provided, the proposed project will not require a permit. However, if any "non-permitted" rock crushing plants, asphalt plants, or concrete batch plants are located at the site, an Approval Order from the Executive Secretary of the Air Quality Board will be required for operation of the equipment. (This includes all equipment not permitted in Utah.) The owner/operator of that equipment should submit a permit application, known as a Notice of Intent (NOI), to the Executive Secretary at the Utah Division of Air Quality at 150 N. 1950 West, Salt Lake City, Utah, 84116 for review according to Utah Air Quality Rule R307-401, Permit: Notice of Intent and Approval Order. The guidelines for preparing a NOI are available on-line at <http://www.airquality.utah.gov/Permits/FORMS/NOIGuide8.pdf>.

The proposed project, in Utah County, is subject to R307-205-5: Fugitive Dust, of the Utah Air Quality Rules, due to the fugitive dust that is generated during the excavating phases of the project. These rules apply to construction activities that disturb an area greater than 1/4 acre in size. A permit, known as an Approval Order, is not required from the Executive Secretary of the Air Quality Board, but steps need to be taken to minimize fugitive dust, such as watering and/or chemical stabilization, providing vegetative or synthetic cover or windbreaks. A copy of the rules may be found at [www.rules.utah.gov/publicat/code/r307/r307.htm](http://www.rules.utah.gov/publicat/code/r307/r307.htm).

If you have any further questions regarding air quality rules or issues, please feel free to contact me at (801) 536-4435.

Robert Clark  
Utah Division of Air Quality  
150 North 1950 West  
Salt Lake City, Utah 84114-4820

precision\_12-19-08.txt

----- Original Message ----- Date: Fri, 19 Dec 2008 04:52:29 +0000  
From: precisionfinish@comcast.net  
To: vineyard@ppbh.com

I think that the name you chose for the "vineyard connector" is stupid

--

Page 1

**COPY OF TRANSCRIPT**

~~~~~  
**VINYARD CONNECTOR  
FINAL OPEN HOUSE**  
~~~~~

**HELD AT:** Utah Department of Transportation  
685 North 1500 West  
Orem, Utah

**DATE:** December 11, 2008

**TIME:** 5:00 p.m.

**REPORTED BY:** Kerry J. Sorensen, CSR/RPR

**THACKER+Co**

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Vineyard Connector Final Open House 12/11/08

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Vineyard Connector Final Open House

December 11, 2008

## PROCEEDINGS

MR. VERL COOK: Okay. I think this road is really at this point unneeded as all we're doing is making a road for developers to develop the ground out in there. There's nothing down there at the present. And the old U.S. Steel that gives them a way in at the state's expense. And I think it's a real problem that the taxpayer-- there's other places the money's more needed than this road out through there to get Anderson Development their--their access into the--the Geneva property.

And that's pretty well...

MR. ALLEN C. CHRISTENSEN: Okay. I'm very much concerned about this road that cuts through me. I live at 5969 West 6800 North, which is a Utah County address. That road is run just south of the power line, as proposed.

Here comes my questions. They claim through their national air--ambient air quality standards that we won't be impacted. You've got two heavy-duty roads less than a mile apart or about a mile apart. If you have a home that's



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Vineyard Connector Final Open House 12/11/08 3

1 right next to that road, as we would do, that would  
2 be, I don't know, probably 3- or 400--300 yards  
3 most.

4 What about the area? They--they hand me  
5 this thing and they come up with things like  
6 "Sulfur dioxide," no standard "24-hour average," no  
7 standard, "Carbon monoxide 8-hour average," no  
8 standard, "1-hour average," no standard. And they  
9 give stuff at--at--such as with the "Carbon  
10 monoxide, 1-hour average, 35 parts per million,"  
11 but they have no standards. That's not--that's not  
12 an environmental impact study, that's a guise to  
13 run around this particular thing.

14 Second problem. We irrigate from one  
15 end of our property to the other. What's that road  
16 going to do to the drainage through the soil? They  
17 say, "Well, we'll--we'll make provisions for  
18 drainage." You ask "How," they have no answer.

19 You ask, "How are we going to get our  
20 farm machinery across the road from one side to the  
21 other?" They say, "Well, there's an intersection  
22 there." I said, "Will there be a signal at the  
23 intersection?" "Well, we don't know that." I said,  
24 "And you expect us to take farm machinery through  
25 traffic that's running 50 and 60 miles an hour?"



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1 "Oh, the traffic won't be at 50 and 60 miles per  
2 hour. There's a speed limit of 40 miles per hour."  
3 Try taking heavy-duty farm machinery that goes  
4 along at 15 miles an hour through a road that's  
5 running 40 miles an hour with people don't obey the  
6 traffic laws, and you have a very dangerous  
7 situation. They don't have an answer to that.

8           You ask them why they don't move this  
9 down here by the sewer line which has cut across us  
10 previously where there's already been established  
11 a--a fact that they didn't worry about the  
12 environment when they cut through that. They're  
13 now worried about the environment impact if they  
14 put the road down here closer to the lake. What  
15 about the environmental impact on those of us who  
16 live up here and work up here? They don't have  
17 answers to that particular question. They think  
18 this is a way avoiding a lawsuit from the Sierra  
19 Club or some other environmental agency. Well,  
20 some of the rest of us have been environmentalists  
21 for years. We've protected this land for years.  
22 Why haven't we been talked to in connection with  
23 the problems that exist?

24           When they cut through that and interfere  
25 with the water flow, they interfere with the moving



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1 of machinery, they--where we've built homes and one  
2 thing and another, and we have to suddenly breathe  
3 air, when if they put the road closer to the lake  
4 the lake itself would tend to mitigate pollution  
5 build-up because we're not--you're not getting it  
6 from--you've got a chance for the water--or the air  
7 coming across that water to help minimize it.  
8 And--and, frankly, it will cost less from a  
9 standpoint of buying the right-of-way to come  
10 closer to the lake and it will stabilize the lake  
11 shore. That's being ignored. That shouldn't be  
12 ignored.

13 They think they can--they say, "Well,  
14 we've talked to environmentalists." They've not  
15 talked to this one. And to call this--call this a  
16 "regulatory setting" that's really--it may satisfy  
17 somebody but it didn't satisfy me when they have--a  
18 bunch of--this has no standards.

19 And this is--this is a problem that  
20 they're looking for a quick way across here that  
21 they--they think--I can't understand why American  
22 Fork City is not screaming like a wounded magpie  
23 because this is going to interfere with the whole  
24 development of this area. And we haven't, frankly,  
25 been holding this for development, we've been



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1 holding it to live on. And they're going to cut  
2 right through the heart of the best farmland left  
3 in the northern part of Utah County when they don't  
4 have to do that. They can come down close to the  
5 lake and they can stabilize the lake, they can  
6 protect this land, they don't create the traffic  
7 problems and the hazards from machinery moving  
8 across from this, because the idea that they will  
9 control speeds at 40 miles per hour without  
10 semaphores is just not realistic.

11 You probably wonder if I'm exercised.  
12 You don't have to. I am.

13 Do you two want to say anything here?

14 MR. B. NIEL CHRISTENSEN: B. Niel  
15 Christensen. And I farm the Christensen farm which  
16 goes back into pioneer times, being the fifth  
17 generation to farm the farm. This roadway as  
18 proposed will cross on a level plane across the  
19 territory which makes it so you cannot get  
20 irrigation water through and water south of the  
21 road, and on the north side it will impact the tail  
22 water from the fields, and the road itself will  
23 have a tendency to block off waters coming and--in  
24 the ground to it. And you will have a swampy area  
25 farm on the up or north side of the road which



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1 will be a horrible mosquito breeding area, and on  
2 the south side there will be areas in which you  
3 cannot irrigate which will grow to noxious weeds  
4 and be a seeding of noxious weeds for the territory  
5 all around.

6 MR. ALLEN C. CHRISTENSEN: What about  
7 your machinery issues?

8 MR. B. NIEL CHRISTENSEN: Well, of  
9 course, getting machinery from one side of this  
10 road to the other will be a problem, and I have  
11 not seen any way that they are intending to resolve  
12 it.

13 MR. ALLEN C. CHRISTENSEN: In fact--and  
14 I probably shouldn't talk at this point because  
15 this is your turn, Niel, but I will insert when you  
16 ask them about these questions is, "Well, we're  
17 sure we'll work this out." There is no plan to  
18 work it out at the present time, there's just a  
19 promise of "Well, we're sure we'll work it out."  
20 Unfortunately, we have dealt with the government  
21 before and the government is wonderful about making  
22 promises, they are not especially good about  
23 delivering. They're not especially good about  
24 recognizing private property rights.

25 We have been involved in a lawsuit with



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1 the state of Utah that they brought against us for  
2 a number of years because they don't want to  
3 recognize private property rights. It's really  
4 been a very difficult thing to have to continue to  
5 do that when they put the power of the state  
6 against the farmers in an attempt to take the land  
7 on the lake shore. If they're so intent on taking  
8 the land on the lake shore why don't they buy it  
9 and put the route down there and stabilize the  
10 lake? It makes better sense than trying to cut  
11 right through the heart of it.

12 Now, ultimately if development comes to  
13 this part of the world there will have to--they'll  
14 have--developers will come in and buy up the whole  
15 thing and it won't be farmed. But the idea of  
16 running this road on sort of a snake bit line  
17 doesn't make patently good sense if we're going to  
18 continue to try and farm and to--to continue to  
19 have houses in there.

20 When they say, "Well, you know, there  
21 won't be any problem, we're going to have a 40  
22 miles an hour speed limit and--and you'll be able  
23 to get across at the intersections," and, "Sure,  
24 we're going to inconvenience you a little but it  
25 won't be that much of an inconvenience," you can



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9

1 say that if you don't have to live with it. And  
2 the farmers and those who live in this area are the  
3 ones who live with the inconveniences.

4 And the state never wants to pay what  
5 the--what the land is worth. They expect the  
6 landowner to subsidize the project. And you've--if  
7 you've listened and read the--the--the reports on  
8 this particular thing is, "Well, we need to get  
9 this through because the land is cheap." That's  
10 been the state's attitude. The land is not cheap.  
11 This land has been held in our family since 1850.  
12 Now, we weren't here then, we just look maybe like  
13 we were here but we weren't. But our great, great  
14 grandfather took up part of it.

15 And--and--and--and so, yes, we get  
16 exercised about these things, particularly when the  
17 state makes promises that they don't intend  
18 apparently to keep based on past performance.

19 MR. B. NIEL CHRISTENSEN: Now, I have  
20 one further problem with the state. How are--what  
21 is the plan in which they intend to use to maintain  
22 the purity of our irrigation water? We do not want  
23 water from roadways commingled with our irrigation  
24 water and feel that other means rather than putting  
25 the water into the irrigation system when it rains



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1 has got to be made and planned there, too, that it  
2 does not occur.

3 MR. ALLEN C. CHRISTENSEN: Particularly  
4 when--in the wintertime when it snows and they salt  
5 the roads heavily to take off the--the snow and the  
6 ice. That should not be drained out into the  
7 irrigation system because that runs into the  
8 farmland.

9 MR. NIEL CHRISTENSEN: Or just allowed  
10 to drain onto the farmland itself.

11 MR. ALLEN C. CHRISTENSEN: Wayne, it's  
12 your turn.

13 MR. WAYNE A. CHRISTENSEN: You don't  
14 have to take the time to record what has been said  
15 by my two brothers again because my comments would  
16 be the same as that in regards to those matters.

17 Now, if you come and you look at the  
18 map itself and you look at what's been reported,  
19 that the real purpose of this road is to--to carry  
20 traffic while the construction goes on for I-15, I  
21 purport to you what a waste of public money. You  
22 look down the road after the I-15 has been expanded  
23 what good this Vineyard Collector system will be,  
24 and I say to you there is no vision besides just  
25 to handle traffic. The resources, if there's any



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1 vision in the state, is to take this money and to  
2 get a freeway that they absolutely know needs to be  
3 put in by the year 2030 down the west side of the  
4 lake extending from Salt Lake into Juab Valley. Why  
5 should we be so nearsighted and so nonpractical to  
6 pound money down a rat hole?

7 MR. ALLEN C. CHRISTENSEN: We just asked  
8 the representatives of UDOT relative to seminar--  
9 semaphore placement, signal placement, or whatever  
10 the appropriate language is--they're called  
11 "robots" in South Africa--how often they will be  
12 placed. They said, "Well, UDOT has a policy of not  
13 placing seminars--semaphores until there's a  
14 demonstrated need." We asked, "What demonstrates  
15 the need? How many people will have to be killed  
16 in order to demonstrate the need?" They said,  
17 "Well, we hope none." We're all in agreement with  
18 that. But the fact of the matter is moving  
19 machinery across the road is at some point going to  
20 result in an accident.

21 Moving livestock across the road at some  
22 point is going to result in an accident. They say  
23 they will put fences up to control the livestock.  
24 But when you have to move livestock from one side  
25 of the road the other that's a problem.



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1 And so we're concerned that they--they  
2 really are trying to do this on the cheap where--  
3 where traffic control is concerned. They're--they  
4 really--they have not placed this road where Clyde  
5 Naylor, the--the county engineer, said it ought to  
6 go, down close to the sewer line where it's easier  
7 to maintain the sewer line and where it would  
8 actually be shorter. And they have not considered  
9 the hazards relative to movement of--of humans,  
10 farm machinery, or livestock across the road.

11 Thank you.

12 MR. WAYNE CHRISTENSEN: In reviewing  
13 their maps they do not show the Christensen farm  
14 being under Farm Protection Act. This was filed in  
15 April of this year and recorded approximately in  
16 July of this year. They have basically stated from  
17 the beginning that they would not do anything to  
18 affect farm file protection property.

19 MR. B. NIEL CHRISTENSEN: Which property  
20 is on the east side of 6500 West, and the proposed  
21 roadway crosses that property.

22 MR. WAYNE CHRISTENSEN: And this is in  
23 American Fork.

24 Thank you.

25 (The public meeting was adjourned at 7:00 p.m.)



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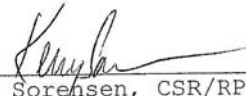
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**CERTIFICATE**

This is to certify that the foregoing proceedings was taken before me, KERRY SORENSEN, a Registered Professional Reporter and Notary Public in and for the State of Utah;

That the proceedings were reported by me in stenotype and thereafter caused by me to be transcribed into typewriting, and that a full, true and correct transcription of said proceedings so taken and transcribed is set forth in the foregoing pages, inclusive.

I further certify that I am not of kin or otherwise associated with any of the parties to said cause of action, and that I am not interested in the event thereof.

  
Kerry Sorensen, CSR/RPR  
My Commission Expires:  
June 21, 2009

